AMENDMENTS TO THE SPECIFICATION

Please replace Paragraph [0015] with the following paragraph rewritten in amendment format:

[0015] With reference to Figure 1, an exemplary prior art first seat assembly 10 is shown. The first seat assembly 10 includes a seat back 12, a seat cushion 14, an arm portion 16, and a plurality of leg supports 18. The first seat assembly 10 typically includes several electronic components. The electronic components generally comprise at least a single or multi-function video display unit (VDU) 20, a telephone 22, an audio interface 24 and a personal control unit (PCU) 26. Figure 1 shows an exemplary configuration wherein the first seat assembly 10 is in a first row followed by a second seat assembly 10' in a second row. The portions of the second seat assembly 10' that are similar to the first seat assembly 10 are indicated with the same reference numeral augmented by a prime. The PCUs 26, 26' allow a passenger to control each of the electronic components included for that passenger's use. Generally, the VDU 20 on the first seat assembly 10 is controlled by the PCU 26' associated with the second seat assembly 10'. The telephone 22 on the first seat assembly 10 is available for use by the passenger seated in the second seat assembly 10'. The PCU 26', also controls the volume of the audio interface 24', and the signal being received by the VDU 20.

Please replace Paragraph [0016] with the following paragraph rewritten in amendment format:

[0016] Each electronic component has a corresponding seat electronics box (SEB) or a seat electronics unit (SEU), housed in a box 30, that is mounted to the first seat assembly 10. The second seat assembly 10' also includes a plurality of boxes [[30']] 30. Each SEB/SEU box 30, 30' is mounted to its associated leg supports 18, 18'. The SEB/SEU boxes 30', 30' are generally large and bulky in size and have exterior dimensions that are equal to a large amount of the space under the seat assemblies 10, 10'. Although the plurality of SEB/SEU boxes 30, 30' may

not extend longitudinally under the entire seat assemblies 10,10', they can disrupt the ability of the passenger sitting behind the respective seat assemblies 10, 10' to position the passenger's legs comfortably or to stow carry-on baggage. Cable bundles 32 with multiple conductors extend from each SEB/SEU box 30, 30' and run along aisleway 34 and interconnect the plurality of SEB/SEU boxes 30, 30' within a seat. The cable bundles 32 carry signals and power from a signal and power source 33 to and between seat assemblies 10, 10'. These cable bundles 32 also add to the weight and bulk of the seat assemblies 10, 10' and decrease the passenger-usable space inside the cabin of the aircraft and may decrease the performance reliability of the electronic components. Additional conductors 35 carry the signal or power from each SEB/SEU box 30,30' to each of the electronic components.

Please replace Paragraph [0018] with the following paragraph rewritten in amendment format:

[0018] With reference to Figure 2, an integrated seat assembly 60 in accordance with a preferred embodiment of the present system is shown. The integrated seat assembly 60 includes several seat portions including a seat back 62, a seat cushion 64, and an arm portion 66. All seat portions are supported by multiple leg supports 67. The integrated seat assembly 60 also includes at least one ~~seat or~~ electronic component including a VDU 68, a phone 70, an audio output 72, a computer connection 74, and/or a PCU 76. The integrated seat assembly 60 does not include other electronic boxes. Rather than providing individual components including individual SEB/SEUs 30, 30', all of the components are integrated into a universal or integrated electronics system. Therefore, all of the currently redundant SEB/SEUs 30, 30' are removed and replaced with a single or unitary integrated electronics distribution system where an integrated power converter 77 or router 78 is operably connected to all electronic components. Generally, the integrated power converter 77 or router 78 include bi-directional data flow to support a built in test function to monitor proper functioning of the electronic component. It will also be

understood that the power converter and the router 78 may be LRUs to decrease maintenance time and resources.